

THE
FIRST BANK OF HILO
LIMITED.
Incorporated Under the Laws of the Territory of Hawaii.
CAPITAL, \$200,000.
PEACOCK BLOCK, HILO.

P. PECK, President.
C. C. KENNEDY, Vice-Pres.
JOHN T. MOIR, and Vice-Pres.
C. A. STORIE, Cashier.
A. R. SUTTON, Secretary.
DIRECTORS:
J. S. Canario, John J. Grace,
F. S. Lyman, H. V. Patten,
Wm. Padlar, W. H. Shipman.

Draw Exchange on
HONOLULU—The Bank of Hawaii, Ltd.
SAN FRANCISCO—Wells Fargo & Co. Bank
NEW YORK—Wells Fargo & Co's Bank.
LONDON—Glynns, Mills, Currie & Co.
Hongkong and Shanghai Banking Corporation: Hongkong, China; Shanghai, China; Yokohama, Japan; Hiogo, Japan.

Solicits the accounts of firms, corporations, trusts, individuals, and will promptly and carefully attend to all business connected with banking entrusted to it. Sells and purchases Foreign Exchange, issues Letters of Credit.

SAFE DEPOSIT BOXES
Rented by the Month or Year. Particulars on Application.

WM. G. IRWIN & CO., Ltd.

Sugar Factors, Commission Agents.

Sole Agents for
National Cane Shredders, Baldwin Locomotives, Alex. Cross & Sons' Sugar Cane and Coffee Fertilizers.

Oceanic S.S. Company

Time Table
The steamers of this line will arrive and leave this port as hereunder:

FROM SAN FRANCISCO.
Sierra.....Dec. 11
Alameda.....Dec. 21
Sonoma.....Jan. 1
Alameda.....Jan. 11
Ventura.....Jan. 22
Alameda.....Feb. 1
Sierra.....Feb. 12
Alameda.....Feb. 22
Sonoma.....March 5
Alameda.....March 15
Ventura.....March 26
Alameda.....April 5

FOR SAN FRANCISCO.
Sonoma.....Dec. 10
Alameda.....Dec. 25
Ventura.....Dec. 31
Alameda.....Jan. 15
Sierra.....Jan. 21
Alameda.....Feb. 5
Sonoma.....Feb. 11
Alameda.....Feb. 26
Ventura.....March 4
Alameda.....March 19
Sierra.....March 25
Alameda.....April 9

In connection with the sailing of the above steamers the agents are prepared to issue, to intending passengers **Coupon Through Tickets** by any railroad from San Francisco to all points in the United States, and from New York by any steamship line to all European ports. For further particulars apply to

Wm. G. Irwin & Co.
LIMITED
General Agents Oceanic S. S. Co.

All Kinds Of
RUBBER GOODS,
GOODYEAR RUBBER CO.
R. H. PEASE, President,
San Francisco, Cal., U. S. A.

Canadian-Australian Royal Mail S.S. Co.

Steamers of the above line running in connection with the Canadian Pacific Railway Company, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu, and Brisbane, N. Z.; are due at **Honolulu** on or about the dates below stated, viz:

From Vancouver and Victoria B. C.
For Brisbane, Q., and Sydney:
AORANGI.....OCT. 26
MOANA.....NOV. 23
MOWERA.....DEC. 21

The magnificent new service, the "Imperial Limited," is now running daily BETWEEN VANCOUVER AND MONTREAL, making the run in 100 hours without change. The finest railway service in the world.
Through tickets issued from Honolulu to Canada, United States and Europe for freight and passage, and all general information, apply to

Theo. H. Davies & Co., Ltd., Gen'l Agts.

C. SLAVIN
Wood Turner and Polisher

CHURCH STREET HILO
Next to Herald Office
Calls the attention of the public to his great varieties of

PAPER CUTTERS, CALABASHES WALKING CANES, FANS, ETC.
Made in forty different kinds of Hawaiian woods. Orders and repairing executed at moderate charges. 7-11B

THE
Hilo Bakery

Makes Finest Bread.
Fresh Rolls and Buns
always on hand : : :
Ice Cream for families

Wedding and Party Cakes a
Specialty

ESTABLISHED 1888.

BISHOP & CO.
Bankers.

HONOLULU - OAHU, H. I.

Transact a General Banking and Exchange business.
Commercial and Traveller's Letters of Credit issued, available in all the principal cities of the world.
Special attention given to the business entrusted to us by our friends of the other Islands, either as Deposits, Collections, Insurance or requests for Exchange.

TIME TABLE.
HILO RAILROAD CO.

Trains leave Hilo for Olaa daily, except Sunday, at 7:30 a. m. and 4 p. m.; returning leave Olaa at 8:30 a. m. and 5 p. m.

Sunday Excursion Trains will leave Hilo at 9:30 a. m. and 4 p. m.; returning will leave Olaa at 10 a. m. and 4:30 p. m.


Excursion Tickets will be sold on Saturdays and Sundays, at reduced rates, good till the following Monday noon. Commutation Tickets are now sold, good for twenty-five single trips, between Hilo and Olaa, at a reduced rate, subject to certain conditions printed on the same.

W. H. LAMBERT,
Superintendent.

Hilo, July 2, 1900.
All bills against the Company should be presented at their office not later than the 7th of the month. Such bills will be paid at the office of the Company on or after 2 p. m. on the 15th of each month. Cashier's hours, 2 to 3 daily.

Matson Navigation Co.

The only Direct Line between San Francisco and Hilo, comprising the following Fast Sailers


Bark ANNIE JOHNSON
Bark SANTIAGO
Bark RODERICK DHU
Bark MARION CHILCOTT
Ship FALLS OF CLYDE
Tug ROVER
Launch LURLINE

And other Specially Chartered vessels makes this trip with at least one of these boats each month, carrying both Freight and Passengers.

For dates of sailing and terms, Call upon,

Jno. D. Spreckels & Bros. Co.
Agents,
327 Market St., San Francisco.

R. T. GUARD, Agent,
HILO, HAWAII.

THIS PAPER is kept on file at E. C. DAKES Advertising Agency, 64 and 65 Merchants Exchange, San Francisco, California where contracts for advertising can be made for it.

THE BURDEN OF EMPIRE.

How Two Small Islands Support a Fleet to Police the Seas of the World.

(BY SIR JOHN COLOMB, K. C. M. G., M. P., ENGLAND, in "United Australia.")

I have read with great interest, in your excellent magazine of January, an able and instructive article, under the above title, from the pen of Mr. H. B. Bignold. The subject is one of great gravity and importance. The world is moving quickly, and the direction in which international affairs seem to be tending is not towards settled peace. Increase of armaments—especially those of a naval character—is the common feature in the policy of great nations at the present time. The world enters the new century under conditions totally different from those presented in the past. The centre of gravity of causes of international dispute, consequently of strife, has shifted from our side of the world to yours. The interests of the Great European Powers are no longer centred in the narrow European arc, but have spread themselves over the globe. The self-contained United States has been forced by events to move out beyond its self-imposed political barriers: across the North Pacific on one side and into the Caribbean Sea on the other. A new Power, Japan, already a potent factor in any international balance of armament, has arisen in the north of that ocean, where the great British Commonwealth of Australia is so vitally and directly concerned. In international strife in the future, Europe may be still "a cockpit of nations"; but it certainly will not be the only one. If, as too many indications portend, the world is advancing towards war, the watchword "Advance, Australia" has another interpretation from what we put upon it when we pass it to each other from hemisphere to hemisphere. The advance of Australia in all things political, social and economic, is doubtless assured by the enterprise of her citizens; but if the stream of events is running towards international strife, Australia, however smooth her progress in all else, is, with the rest of the world, advancing nearer the days of war. When these days come, the safety of Australia, as of all other portions of our common Empire, will depend on British ability to remain—come what may—master of the sea.

The contemplation of the changed conditions of the world since the last great general outburst of nations in arms, I think, the necessary preliminary to a true conception of the real issue raised by Mr. Bignold's instructive contribution to your journal. The figures given, and the convincing proofs exhibited by him, establish beyond question that the King's subjects at home bear the burden of the general naval defence of the whole Empire—including Australia—which the King's subjects Oversea practically do not appreciably share. As I have so often pointed out, our own Empire is the only one on the face of the globe without a system which combines all resources found within its borders for purposes of common defence. I venture to repeat once more, that our Empire engaged with another Empire would be, so far as resources organised and available are concerned, an island fighting an Empire. In Russian Defence; for example, all the resources under that flag, from the Baltic to the Pacific, and from Arctic ice to the confines of India, are combined and immediately available under a pre-arranged system. For British Defence the resources of two islands in the N. E. Atlantic alone are available for the general security of our great World State. I doubt if any Australian could be found to stand up for a theory, or arrangement, under which the resources of New South Wales alone were to be organised and available for the general security in war of the whole great island continent. He certainly is not likely to be discovered in New South Wales, even though

the fullest confidence prevailed, that all the sister states would each one defend herself to the last, and loyally be ready to give New South Wales what general help they could, in an hour of common peril. If I understand rightly the genesis of that great achievement of Australian Statesmanship, the Commonwealth Act, this very question of combination of the military power and resources of all its parts as a necessity for Australia had no small influence in determining political actions. It came to be recognised that in the event of failure, or even weakness, of the naval power of England, a military descent on Australian soil might take place; and if it did take place, that local defence systems, in six politically independent sections, would mean the possible cutting up of Australia in detail. What is true of Australia, is equally true of the British Empire. The principle is the same, but on a much larger scale.

Let us follow out the parallel a little further. The essence of the power of combination of the military resources and means spread over the island continent is the physical ability to exercise it. As no serious military descent upon Australia can possibly be attempted, unless the attacking nation possesses the freedom of the water: military concentrations or combinations of Australian forces could only then be accomplished by land, for the freedom of the sea exercised by the attacking power means the denial of that freedom to the Defence. Hence the internal land communications, such as railways and roads, are of vital importance to the successful Defence of Australia under the condition precedent to actual conflict on Australian soil. Whatever might be the military force hurled against Australia, the freedom of the sea having passed from under the Union Jack to another flag, no British help can reach her from outside until that freedom is regained. Now, what railways and roads are to Australia under the conditions described, the paths of the sea are to the Empire.

We will suppose Australia, New Zealand, Tasmania, and every other portion of our Empire, great or small, armed to the teeth with every gun, weapon, or appliance known to military science; every man and boy a skilled soldier and first-class shot; every woman and girl trained to the supply of ammunition or hospital nursing of the wounded and the sick. What would be the position of our Empire when the railways and roads of the Commonwealth came, in earnest, to afford the main hope of Australian survival? Simply this—a series of large and small British monuments of military perfection, locked up in water-tight compartments. They can be smashed in detail, in succession, and at leisure, by the Power or Powers who have mastered us on the sea.

There is much confusion of ideas as to what the freedom of the sea means, and by what method of operation it is secured. By way of short explanation, I may point out that supremacy at sea does not necessarily mean the position of the victor after a great sea fight. It rather means the possession of such naval power as, by its amount and distribution, produces the moral effect necessary to make the ships of a hostile fleet keep in port, and not fight at all. The cases of the Crimean War, and the war in South Africa, are the best illustrations of its true meaning. In the one case the two greatest Maritime Powers were combined. No Russian ships anywhere dared to show at sea throughout the whole war. During the last year there has been plenty of evidence, founded on unexplained hatred to us abroad, to make it not improbable that, if chance of success against us had offered, certain Powers might have

intervened over South Africa. That chance was denied to possible enemies by the moral effect of our present relative naval power. But the rapid and extraordinary development of naval power by foreign nations is a startling feature of the times. It is to be noted that as the British fleet must be at least equal to the combined fleets of any two Powers, so the Exchequer of the Mother Country must now alone meet the cost which is shared, as it were, by two Foreign Exchequers. The danger ahead of the Empire arises from this fact, which is too often forgotten, that democracy has its "hot fevers" and its "cold fits," in the matter of expenditure on preparations for war. The voters of the Mother Country have now entirely in their hands the determination of the amount to be so spent.

I trust the readers of Mr. Bignold's valuable article may not look at the very serious question he raises, as simply one of cash claims by the United Kingdom against Australia, and the outlying parts of the Empire, for naval value received or promised. Let me express the hope that they will ponder over the existing arrangement: under which so many thousands, or even hundreds, of voters in the United Kingdom decide the question of expenditure on the Fleet. Policy and Parliaments over here, as at the Antipodes, jump to the popular view as expressed in the ballot boxes. Whether British naval power keeps pace with the continuous growth of that of other Empires and Nations, entirely depends upon whether the electorates at home have not, "a cold fit." So long as the taxpayers at home alone pay the naval piper, so long will they, and they alone, call the naval tune. British communities in the Pacific and elsewhere may dance with joy when it is "Rule Britannia," but let them remember that times, voiced by £. s. d., may be changed. So long as they do not really share in the naval "Burden of Empire," so long can they have no voice in the matter.

This, however, is certain: the taxpayers, and, therefore, the Parliament, of the Mother Country are much more likely, when "the cold fit" comes, to consider their own immediate surroundings, than to pay heed to the British naval necessities of the Pacific Ocean.

An Attack of Pneumonia Warded Off.

"Some time ago my daughter caught a severe cold. She complained of pains in her chest and had a bad cough. I gave her Chamberlain's Cough Remedy according to directions and in two days she was well and able to go to school. I have used this remedy in my family for the past seven years and have never known it to fail," says James Prendergast, merchant, Annotto Bay, Jamaica, West India Islands. The pains in the chest indicated an approaching attack of pneumonia, which in this instance was undoubtedly warded off by Chamberlain's Cough Remedy. It counteracts any tendency of a cold toward pneumonia. Sold by Hilo Drug Company.

Subscribe to the TRIBUNE.

J. E. ROCHA

HAS ESTABLISHED A STANDARD for High-Class Tailoring that will stand the test. He knows how to cut; he knows how to make up, and where and what piece goods to buy. His shop is on

NO BLOCK PATTERNS

Annual Meeting.

The annual meeting of the stock holders of the Hilo Electric Light Co., Ltd., will be held at the company's office on Wednesday, January 29, 1902, at 3 o'clock p. m., for the purpose of the election of officers for the ensuing year, and for such other business as may be brought before the meeting.

W. T. BALDING,
Secretary.

For Immediate Sale.

The stock in trade of a Japanese Merchant. Inquire of

A. E. SUTTON & CO.

FOR SALE.

to TON ICE MAKING PLANT COMPLETE, with 18 H. Pelton Water Wheel and other machinery; also lot and buildings situated on Pitman St., formerly occupied by the undersigned. For particulars as to price, etc., apply to

HILO ELECTRIC LIGHT CO., LTD.

NEW YORK SAN FRANCISCO
HONOLULU

M. S. GRINBAUM & CO.,
LIMITED.

BROKERS and COMMISSION MERCHANTS

...FIRE INSURANCE...

Dealers in Dry Goods, Notions, Cigars and Tobacco. Special attention given to consignments of coffee and sugar.

Shoes of Quality

Another shipment of our OIL TAN ECONOMIC SHOES has arrived. We have every size from 5-11. This shoe is built especially to our order for the rough wear of Hawaii; it has a heavy double sole, extension edge and is leather lined. The sole is made from the best selected oak leather, and we will guarantee the shoe to outwear anything you can buy no matter what the cost. You would probably guess the price to be \$6 by its appearance, but \$4 will buy a pair and for \$4.25 we will deliver them to any postoffice on the Islands.

ECONOMIC SHOE CO.

HILO, HAWAII

J. D. KENNEDY

**WATCHES
JEWELRY
SILVERWARE**

**Everything First
Class**

Sanitary Laundry Co. Ltd.

of Honolulu

has so thoroughly equipped the Hilo branch that the service is equal to any on the Mainland; its prices are the same. Agency: M. F. McDonald Phone 158

WAIANUENUE STREET